

City of Fort Smith, Arkansas
Minutes of the Streets, Bridges and Associated Drainage
Capital Improvements Plan (CIP) Advisory Committee Meeting
May 5, 2016

A meeting of the Streets, Bridges and Associated Drainage Capital Improvement Plan (CIP) Advisory Committee was called to order at 12:02 p.m. on May 5, 2016, in the Planning Conference Room #326 of the City by Aaron St. Amant (Chairman).

Committee members present:

Aaron St. Amant – Ward 3 (Chairman)
Tiffinee Baker – Ward 2
Tyler Lamon – Ward 2
Robert Brown – Ward 3
David Armbruster – Ward 4
Philip Rosar – Ward 4

Committee members absent:

Stan Vlademar – Ward 1

City Staff Present:

Stan Snodgrass, Director of Engineering
Greg Riley, Director of Operations
Matt Meeker, Senior Project Engineer
Sonya Elliott, Administrative Coordinator
Jennifer Stevens, Accounting Technician

Minutes of the March 10, 2016 Meeting

Aaron St. Amant made the motion to approve the minutes from the meeting and Tiffinee Baker seconded. The minutes were approved 6 in favor and 0 opposed.

New Business:

There was discussion about the field trip/tour of the city street and drainage projects which took place on Saturday, April 16. Those that attended the tour indicated it was very informative and appreciated the staff arranging and conducting the tour.

Robert Brown suggested that we delay the 2016 overlay project for the Saint Francis Crest area because of ongoing construction in the subdivision and several building lots remaining. Aaron St. Amant cautioned that we should not wait until it was 100% complete and we need to set a time frame of when to do the overlay. Stan Snodgrass stated that there were 43 lots in the subdivision but based on some homes being built on multiple lots, there would likely be 36 homes constructed when the subdivision is built out. There are currently 24 homes that have been built, are under construction or

have been issued a building permit so the build out of the subdivision is approximately two thirds complete. It was agreed by all the committee members that the overlay project in the Saint Francis Crest area should be delayed for one year and then re-evaluated at the end of that year for possible resurfacing.

There was discussion about increasing some of the current minimum street standards. Aaron St. Amant stated that we need to come up with a resolution to resolve productivity of the committee. David Armbruster stated we need to strengthen our standards for early deterioration including reduction of excess moisture in the subgrade, possible weight reduction of trucks and more independent geotechnical sampling for the soils. Robert Brown stated he wanted to make a motion to draft revisions to the street standards for the following three items:

1. Require a warranty period longer than two years (length to be determined) after acceptance of the streets.
2. Require a significant build out (percentage to be determined) of the subdivision before acceptance of the streets.
3. Require the installation of underdrains along both sides of the street.

David Armbruster seconded this motion, and all were in favor of it. Stan Snodgrass said he would seek input from the engineering community and report back to the committee at the next meeting on the proposed revisions.

A list of "Streets in need of Attention" (attached) was provided by David Armbruster. David indicated that he thought there was a disproportion of the CIP funds being allocated to major street projects. David also stated that he believed the city needed an intentional street maintenance program in addition to fixing pot holes and crack sealing. There was discussion about various forms of asphalt sealants including chip and seal. There was discussion among the committee about looking at streets that need to be resurfaced and not establishing a set amount of mileage to be resurfaced each year. Stan Snodgrass indicated that the street ratings had been completed and would be emailed to the committee members in the next couple of weeks. It was reiterated that street overlays are not selected straight from the rating list. The street ratings are used as a starting point to develop a pool of potential street overlays that the final overlay list will be selected from. Street complaints received from citizens and staff are also included in this selection pool. Streets within the selection pool are then reviewed and compared in the field to determine which streets are the worst. The committee agreed to table further discussion on street resurfacing projects until they have had a chance to review the street ratings. Stan Snodgrass thanked Mr. Armbruster for the list of possible street overlay projects and asked other committee member to let him know if they had other streets that they believed should be looked at for possible resurfacing projects.

Aaron St. Amant mentioned receiving Kent Blochberger's email which expressed concern about the appearance and safety of concrete ditches. There was discussion about the significant additional cost to enclose or pipe open ditches and the impacts that

would have on funding resurfacing and major street projects. Philip Rosar stated that Moody Road is treacherous and dangerous. Matt Meeker stated that we are looking at Moody Road as a possible resurfacing project which would include plans to rework the drainage to minimize the large ditches. Aaron St. Amant stated that the open ditches can be a hazard to children. However, grating over the pipes catches debris which blocks the pipe and causes flooding issues.

Stan Snodgrass provided an update on the proposed 2017 drainage project at Ramsey Junior High. He stated that Philip J. Leraris had been selected to design the project. The estimated cost for the drainage improvements is approximately \$3.0 million and the engineering services fee is \$196,000. David Armbruster asked if the short retaining wall along Dallas Street would fix the drainage problems. Greg Riley stated it would help with some of the flooding from 21st Street but would not solve the bigger drainage problem as there is no storm sewer system in place to convey the stormwater through the school property. David Armbruster asked if the Fort Smith Public School system would help with the cost of the project. Matt Meeker stated he has asked them, but has not heard back from them. David Armbruster made a motion to recommend City Board approval of the Engineering Services Contract with Philip J. Leraris. Aaron St. Amant seconded the motion. All were in favor of and zero were opposed.

Aaron St. Amant asked if there was an update on proposed work for Highway 45. Stan Snodgrass stated that the Arkansas State Highway and Transportation Department has added the widening on Highway 45 to the proposed 2016-2020 STIP (State Transportation Improvement Plan). This widening would be for the section of Highway 45 between Hwy 71 and Hwy 255 (Zero Street). The STIP has the project estimated at \$15 million with a construction letting in year 2020. The \$15 million is to be split with \$10 million in federal funds and \$5 million in a local match. Stan said talks with Sebastian County in regards to splitting the \$5 million local match were forth coming. Stan also stated he had been in communication with the AHTD and that this Hwy 45 widening project would likely include the Highway 45/Planters Road intersection improvement in lieu of it being a separate project.

Aaron St. Amant asked if there was an update on the May Branch Drainage Improvements project. Stan Snodgrass said the Corps of Engineers (COE) completed the cost estimate based on their 90% plans for Reach 1 (most downstream section) which extends from the Arkansas River to 7th Street. The intent was that the first reach would be constructed entirely with City funds with an agreement with the COE that the City's cost would then be credited towards the future cost sharing on upstream reaches of the project when federal funds become available. The current 5 year CIP has approximately \$13 mil budgeted for Reach 1. Stan said he had received the attached letter from the COE which states that their estimated cost for reach 1 is \$32 million and it was unlikely that the City would receive any federal credit as the cost to benefit ratio is not greater than one. The letter from the COE also notes that extrapolating the reach 1 estimate to the total project cost results in a total cost of \$65 million which is more than double the \$30.85 million authorized for the project. Stan said there would be further discussion with the committee in regards to their recommendation on how to proceed.

David Armbruster asked where we were on the improvements for the North "B" Street truck route realignment downtown. Stan Snodgrass stated that it is on a 5 year program and we would discuss it in the near future during preparation of the upcoming CIP. Robert Brown asked if we could push the timeline for the Kelley Highway Project back and take care of other issues first. Stan Snodgrass said yes we could if it was ultimately the desire of the committee and Board to do so.

There was discussion about the line item in the CIP which lists "Engineering Department and Other Departments". Mr. Brown indicated he could understand that the majority of the engineering department was funded through the CIP sales tax program but questioned the amount that other departments use. Mr. Brown asked, seconded by Philip Rosar, for a dollar breakdown and justification of the amount for each specific department budget that is funded from the street sales tax fund. The other committee members agreed unanimously in the request. Stan said he would get with the finance department and provide that information to the committee.

With no further discussion or business, the meeting was adjourned by Aaron St. Amant at 1:36 p.m.

The next meeting date is scheduled for June 16, 2016 at 12:00 p. m.

FROM DAVID ARMBRUSTER
AT MAY 5, 2016 CIP
MEETING.

STREETS IN NEED OF ATTENTION:

1. South 24th extending North from Zero to Phoenix.
2. South 24th extending North from Phoenix to Independence.
3. Jenny Lind extending North from Zero to Independence.
4. South 62nd extending South to Fresno
5. Waldron Road extending South from "U" St. to Country Club.
6. Country Club extending East from Waldron Rd. to So. 58th Street.
7. Cliff Dr. West of Rogers Ave. to Country Club
8. South 74th North to Euper Lane.
9. Dallas extending East from 91st to 100 St.
10. Dodson Avenue East from Towson to Greenwood.

Statement: There is some good work being performed under the direction of the engineering department, however, our street system is growing in disrepair. A disproportion of the CIP funds (37.5%) are allocated to the major projects. The city has a reactive street maintenance program devoted primarily to fixing pot holes and sealing cracks in asphalt streets. The city needs an intentional Street Preventative Maintenance System. It cost less to effectively maintain streets than to reconstruct them because of neglect or weak or poor street construction standards.

Streets should be identified by classification (arterial, collector, feeder, neighborhood) and graded according to condition. After grading for condition a reasonable prediction of what will be required to maintain each street over the next five years should be estimated.

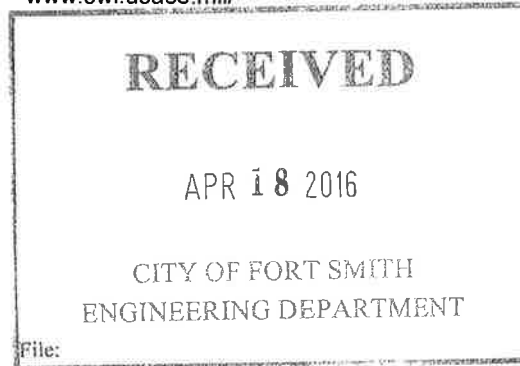


REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
LITTLE ROCK DISTRICT, CORPS OF ENGINEERS
POST OFFICE BOX 867
LITTLE ROCK, ARKANSAS 72203-0867
www.swl.usace.mil/

CESWL-PM

Mr. Stan Snodgrass
Director of Engineering
City of Fort Smith
P.O. Box 1908
Ft. Smith, AR 72902-1908



April 11, 2016

Dear Mr. Snodgrass:

Based on the \$32,071,000 current working estimate (CWE) for Reach 1 of the May Branch Project, it is very unlikely that the City of Fort Smith would receive credit for constructing Reach 1. Reach 1 does not have a benefit to cost ratio greater than one; thus, the Corps cannot reimburse its construction cost under Section 1014 of the Water Resources Reform and Development Act of 2014. Extrapolating the Reach 1 estimate to the total project cost would result in an estimated total project cost of \$65,000,000. The estimated project benefit to cost ratio would be less than 0.7. However, crediting requires that the project be economically justified.

The President's budget for 2017 includes no funds for the May Branch project. In order to obtain Federal construction funds, an economic update is required to estimate the total project costs and the benefit to cost ratio. Also required is the computation of the Authorized Maximum Cost of Project as directed by Section 902, of PL 99-662, as amended. The limit would be May Branch's \$30,850,000 authorized cost adjusted for inflation plus 20 percent of the authorized cost. The expectation is that the total project cost would exceed the limit. Exceeding the project cost limit would require new authorizing legislation.

We have suspended design on the May Branch project due to lack of funding. Additional funds would be required to complete the plans and specifications and perform the economic updates. Please inform me as to whether the City of Fort Smith desires to continue as the project sponsor or wishes Little Rock District to terminate the project design. I can be reached at (501) 324-5531.

Sincerely,

Courtney W. Paul
Colonel, U.S. Army
District Commander